

CHINA CALLED TO THE PHONE

A MODERN AMERICAN SYSTEM ORDERED FOR PEKIN.

Only 2,000 instruments, of the Hand Ringing Sort, in the Empire New—By 1900 the Yankees Who Got This Contract Expect There'll Be 400,000.

Add an inch to every shirt tail in China (so some disciple of Walter Ballard down South has figured it) and our Southern States could export 2,500,000 more bales of cotton to the Orient every year. Prophetic figures about China—but which have to do with telephonic installation—were spun out along the same lines yesterday in the offices of the Western Electric Company at 468 West street, when O. D. Street of the Western Electric told of the contract for the installation of a modern American telephone system in Pekin that has just been awarded by the Chinese Empire to his company against the bids of English, German, French and other foreign manufacturers.

A commission composed of three Chinese Government officials toured Europe and America about two years ago to look over telephones. The commission agreed with the Western Electric people—who manufacture the Bell Telephone Company's equipment—that New York has the best telephone system in existence. A cablegram just received from the Western Electric's Chinese agents, the Armhold-Karberg Company of Tientsin, announcing the award from the Chinese Government is the result.

The two switchboards that will first be installed in Pekin, one at each end of the city, will cost approximately \$150,000. "This opening contract," explained Mr. Sweet yesterday, "will call attention to the tremendous field now open to electrical companies throughout the United States, for this is but a beginning and the field is open to all. It's another indication of the awakening of the Chinese to the value of modern things."

China really has no telephone system now. For all the 400,000 or more souls in the empire there are about 2,000 telephones. These are all of the old hand ringing, obsolete kind and are installed mainly in the homes of foreigners, who use them merely for social intercourse, not for shopping and trade as we do. They couldn't use them as New Yorkers do if they wanted to because each little exchange connects with about 100 phones, and no two exchanges have trunk connections.

Mr. Sweet gave a better notion of the possibilities open to enterprising American manufacturers when he gave a forecast of what will come to pass if China shows an increase of only 1 per cent. in the use of telephones in the next twenty years. It has been estimated that if the United States keeps up only its present rate of telephone expansion there will be one telephone to every five Americans twenty years hence.

"But suppose China's increase during a like period," said Mr. Sweet, "were only 1 per cent.—a ridiculously low figure, compared to ours—China in 1920 will have 400,000 telephones, which with the switchboards and other equipment will mean a Chinese expenditure of \$1,000,000,000."

When the Chinese telephone commission visited New York and European cities two years ago everybody got busy. The Western Electric sent one of the company engineers, G. E. Plante, to Pekin, where he was joined by representatives from Siemens & Halske, the big German concern; the Ericsson people and the English and French bidders.

The death of the Chinese Dowager Empress and of the Emperor delayed negotiations for some time. The empire, however, will go ahead tentatively with the two switchboards, several hundred thousand feet of lead covered aerial and underground cable—most of it underground—and a first installation of 2,500 telephones as a starter.

Later on the Government intends to install plants at Tientsin, Canton, Hankow and other big Chinese cities. The switchboards will be copies of the board used in New York and the telephones will be of modern type. It is probable that the "hello" persons will be Chinese girls. The Chinese girls make excellent operators in the Chinatown exchange of San Francisco.

"The Chinese," Mr. Sweet remarked, "are fortunate in starting out with a trunk system of the very latest type. We've had to learn and progress here by experiment and experience, wrecking the old equipment as we went along. The boards we shall install in Pekin will have a capacity for 10,000 telephones. The Government, of course, will control the service."

"When the Chinese commission visited this country they said the United States had about 2,000 exchanges each larger than the two we are to place in their combined, and about 15,000 other exchanges, any one of which is larger than either of the Pekin exchanges. But they need not be ashamed of the plant they will have in operation very soon over there."

The contract specifies that the equipment must be delivered at Tientsin by February 3, 1910. Consequently it has to be manufactured and sent half way around the world in just six months. The installation will be under the supervision of American engineers, who will remain in Pekin until the Chinese operators have mastered the work.

There seems to be no worry about the short time allowed for the delivery of the equipment. Last fall when the Gutenberg exchange which handles the calls of the busiest section of Paris, was destroyed by fire, the French Government put a time limit on the contract for new equipment that soared all the European manufacturers. American enterprises jumped in unafraid. A switchboard was made in Hawthorne, a suburb of Chicago, in a hurry. Then it was shipped to New York and sent to France by fast boat. It was accepted in Paris by the French Government just sixty days from the time the work was begun on it in Illinois.

TRYING OUT THE BOSS'S CAR.

Archibald S. White's Chauffeur Takes Women Riding and Runs Over Boy.

At 5:30 o'clock yesterday afternoon a touring automobile passed over Sixth avenue, turned west into Twenty-eighth street and catapulted into a crowd of small boys playing in the street a block further on. All the boys but one got out of the way. John Anderson, twelve years old, of 150 West Twenty-eighth street, in front of which the boys were playing, was struck by the car, shoved a few yards, then thrown down and run over. He sustained a compound fracture of the left leg, a broken right leg and fractured thigh and internal injuries. A man ran out, picked the boy in his arms and carried him to the Tenderloin police station. He was taken in an ambulance to the New York Hospital. His condition is critical.

The car is owned by Archibald S. White, a banker at 25 Pine street, and was driven by Mr. White's chauffeur, John Lloyd, 25 years old, of 2323 Seventh avenue. Mr. White is in the Adirondacks. With Lloyd in the car were three women. When the machine struck the boy Lloyd showed down, and when a crowd gathered about the car he made an attempt to start up again. He was stopped by Policeman Klierin, who arrested him. The crowd was inclined to be harsh with the driver, but Klierin held his man without great difficulty.

At the police station Lloyd said that the car had just been put in shape in the garage and that Mr. White had ordered it shipped to him in the Adirondacks yesterday afternoon. Lloyd said that he was trying out the machine before shipping it and that he had chanced upon three women friends down town and was taking them to the Twenty-third street Pennsylvania ferry when the boy was run down. The women jumped out and took to their heels when the crowd gathered. A representative from the garage went to the station house and took away the car for shipment.

Lloyd was locked up on charges of assault and operating an automobile without a chauffeur's license. Soon afterward Frank S. Osmers of the jewelry firm of Osmers & Doherty at 268 Seventh avenue went to the station house and said that he had watched the machine racing up Sixth avenue and wanted to make a complaint of reckless driving against the chauffeur. Mr. Osmers explained that he was an automobile owner and driver himself and declared that Lloyd was travelling between forty and fifty miles an hour. Lieut. Gilhooly decided that the other charges were sufficient to insure the prisoner's appearance in the Jefferson Market police court this morning, and Mr. Osmers said he would be in court to make the additional complaint.

PRESIDENT OFF FOR VACATION.

Leaves Washington for Beverly, the New Summer Capital.

WASHINGTON, Aug. 6.—President Taft left Washington for Beverly, Mass., his summer home, on the Federal Express at 5:35 this evening. He was accompanied by his two secretaries, Frederick W. Carpenter and Rudolph C. Foster, and Capt. Archibald W. Butt, his military aide. The party travelled in the special car Olympia.

The President's last day in Washington was a busy one. There was an unusually long Cabinet meeting, beginning at 1 o'clock and lasting until the middle of the afternoon. It was the last Cabinet meeting that will be held until the President's return to Washington on November 10 next. The President saw a number of visitors, who called to pay their respects and wish him a pleasant vacation.

Mr. Taft left the White House in an automobile shortly after 5 o'clock and was rapidly driven to the Union Station. There was only a small crowd in the concourse of the station and there was no demonstration as the President passed through on his way to his private car. After a short chat with a group of newspaper men the President went into his private car shortly before the train left. As the train pulled out he waved his Panama hat toward the small crowd on the platform. He will reach Beverly tomorrow morning.

The executive offices have been transferred from the White House to Beverly, and all of the clerks and stenographers have been ordered to report there for duty on Monday morning.

The Federal Express, hauling the President's private car, the Olympia, reached Jersey City at 11:10 last night—sixteen minutes late. The train, which was driven by the usual engine of the heavy traffic, was twenty minutes late in pulling into Philadelphia, but made up four minutes on the run to Jersey City.

The trip to Jersey City was without incident. The train was shoved aboard the New York, New Haven and Hartford transfer boat Express and started at 11:50 for Mott Haven.

JAPANESE TRIP JUDGE.

Letter Says He'll Be Stabbed if Hawaiian Strikers Are Convicted.

Special Cable Dispatch to The Sun. Honolulu, Aug. 6.—A letter has been received by Circuit Judge John T. De Bolt warning him that if any of the Japanese charged with conspiracy in the recent strike are convicted in the trials now being held before him he will meet the same fate as that which befell Editor Shoba who was stabbed last week.

DIES GOING FOR HIS PAY.

Workman on New Manhattan Bridge Trips on Rail While Crossing and Dies.

Charles Woods of 15 South Third street, Brooklyn, a workman on the new Manhattan Bridge, started to walk across the new span from the Brooklyn anchorage last night to draw his pay at the Manhattan end. He was accompanied by several other workmen and just after they had passed the centre of the span Woods, who was in the lead, tripped over a nail and fell. He rolled off the plank and pitched downward toward the ground below. He was not seen again until he was found by a passerby who called the police. Woods struck the river. They lowered a boat and rowed across the place where the man sank, but his body did not reappear.

CHARGE CONSPIRACY IN BEEF

TRUST ACCUSED OF GRABBING AN INDEPENDENT CONCERN.

Which Set Out to Lick It—New the Minority Stockholders Thereof Come Forward With a Suit for \$1,500,000, Being Triple Damages Under the Law.

A complaint was filed yesterday in the United States court by Hays, Harshfield & Wolf as counsel for certain minority stockholders of the New York Butchers Dressed Meat Company against that company, the president, Frederick Joseph; its secretary, Moses H. Joseph; Leo Joseph, a director; the National Packing Company, Swift & Co., Morris & Co. and Armour & Co., alleging a conspiracy in restraint of trade in violation of the Sherman anti-trust act. Triple damages in the amount of \$1,500,000 are asked.

The individual plaintiffs are August T. Grimm, Jacob Schaefer, Peter Schmidt, Louis E. Bookman and Julius Diata, suing in behalf of themselves and other minority stockholders. They reside in the complaint that the New York Butchers Dressed Meat Company was organized in 1902 as an outcome of a fight that the retail butchers of the city made against the beef trust, and that between that date and 1907 it was actually in operation as an independent concern. In 1907, the complaint alleges, the defendants other than the New York Butchers Dressed Meat Company by trick and device bought up the control of that corporation and from that time have proceeded to operate it in the interest of the trust. The complaint goes on to say:

"The defendants, with unlawful intent and purpose, conspired with each other and with diverse other persons to the plaintiffs unknown to monopolize the business described in this complaint and to prevent and restrain the defendant, the New York Butchers Dressed Meat Company, from then and there engaging in the business then and there conducted by the defendant, and to prevent and restrain the defendant, the New York Dressed Meat Company, from engaging in interstate trade and commerce with the sellers of cattle and the products thereof at the markets aforesaid in the States of Missouri, Kansas, New York, Texas and New Jersey."

The beef trust, it is charged, has prevented the New York Butchers Dressed Meat Company from buying cattle in the West, from transporting them to New York for slaughter and from distributing their products throughout many States and through Europe. The trust is charged with having artificially controlled the prices of meat and meat products, with the curtailment of the supply and with limiting the business of the New York Butchers Dressed Meat Company to a certain restricted amount of the local trade. Pursuant to the same conspiracy, the complaint continues, the defendants have made the New York Butchers Dressed Meat Company refuse to buy beef except at certain fixed prices and from certain individuals.

The purpose of the conspiracy, the complaint charges further, was so to interfere with the business of the New York Butchers Dressed Meat Company that it should not be able to compete with the trust. In carrying out this purpose the plaintiffs allege that the trust and its representatives have depreciated the stock of the New York Dressed Meat Company since 1907 from par to 80 cents a share. It is in the year 1907 the defendants, acting by and through the agency of the defendants Josephs, purchased a majority of the shares of the stock of the defendant and by and through the instrumentality of said majority of stock controlled and nominated and do now control and nominate the officers of the New York Butchers Dressed Meat Company and its board of directors.

The complaining stockholders have formed an association for their common protection, and they have enlisted the interest of Attorney-General O'Malley, who has retained counsel to represent him.

TAFT'S 15,000 MILE TRIP.

Itinerary of His Tour to Pacific Coast and the South.

WASHINGTON, Aug. 6.—A detailed itinerary of President Taft's Western and Southern trip was given out at the White House today. The Presidential party will leave Boston on September 15. The first stop will be at Chicago on September 16. He will then visit these cities in the order named: Madison, Wis.; Winona, Minn.; Portage, Wis.; Minneapolis, Minn.; Omaha, Neb.; and arrive at Denver on the afternoon of September 21. There Mr. Taft will make an address in the Denver Auditorium.

He will next visit Colorado Springs, Pueblo and Glenwood Springs. At Montrose he will inspect the Gunnison tunnel of the western Colorado irrigation project. Salt Lake City, the next stop, will be reached on September 24. Traversing Idaho and the West, Mr. Taft will be reached on September 28. Mr. Taft will devote two days in sightseeing at the Alaska-Yukon-Pacific Exposition at Seattle.

He will next go to Portland, Ore., and thence south along the Pacific coast, stopping at Sacramento, Oakland, Berkeley and San Francisco. In southern California he will visit Los Angeles and Fresno. On October 13 at El Paso Mr. Taft will exchange greetings with President Diaz of Mexico. While in Texas the President will devote four days to a hunting trip on his brother's ranch near Corpus Christi.

Leaving Houston on October 20 he will go direct to St. Louis, where a four-day visit will be made. The Mississippi River will be the members of the Deep Waterways Association will begin. Mr. Taft will address the Waterways convention in New Orleans and leave for Jacksonville, Fla., on October 27. He will stop at Birmingham, Ala.; Macon and Savannah, Ga.; Charleston, Columbia, Wilmington and Richmond. He expects to arrive in Washington on November 10. The trip will cover about 15,000 miles.

ALABAMA DRY AS A BONE.

Law Passed Yesterday Even Bars Liquors From Clubs.

MONTGOMERY, Ala., Aug. 6.—By 23 to 2 the Senate today passed the prohibition bill that is to close all drinking places. It will be signed by Gov. Comer and become a law at once. Anticipating such action the clubs of the city have put out all liquors and are getting ready to obey the law.

COULDN'T STAND WATER.

Streams From Fire Hose Drive Away 600 Unlucky Longshoremen.

In response to a telephone call from the Hamburg-American Company's office in Hoboken at 1 o'clock yesterday afternoon a squad of police from headquarters were sent on the double quick to quell what had been described in the message as a riot on the dock.

When the police reached the pier they were met by about six hundred drenched longshoremen, who streamed from the gate of Pier 3 followed by a score or more of stevedores and office employees, who were playing water from half a dozen fire hoses on the fleeing men.

The police asked Superintendent Schuch what the trouble was, and he said that when a call was made for men to work the Pennsylvania, in yesterday forenoon, about a thousand longshoremen lined up in front of the dock, and that more than half of them, fearing the stevedores might overlook them in making his choice, had "rushed" the dock, grabbed trucks and cotton hooks and started on a go-as-you-please campaign on the ship's cargo. He said that all peaceable means to have them desist were tried unavailingly, and then the water method was resorted to.

The police did not have to mix in, the hose having ended the "riot."

AFTER CONNAUGHT, KITCHENER

England's Energetic Soldier Takes Mediterranean Job Said to Be an Idle One.

Special Cable Dispatch to The Sun. LONDON, Aug. 6.—It was generally believed that if the post of High Commissioner in Chief for the Mediterranean, lately vacated by the Duke of Connaught, were offered to Gen. Viscount Kitchener he would decline it because idleness is foreign to his energetic temperament.

It is now officially announced, however, that he has accepted the position in conformity with the wishes of the Government.

He will be promoted to be a Field Marshal when he takes up the appointment. Doubtless new duties will be created to give him occupation.

The Duke of Connaught resigned the post of High Commissioner in Chief for the Mediterranean on the ground that it was a waste of public funds to maintain him in a position which was useless and superfluous in every practical sense.

The office was created for the Duke of Connaught at the King's suggestion. It is said the King disliked the minor court that his brother was establishing and arranged for his honorable exile. The Duke met the coup in a little while by resigning.

SHACKLETON OWES \$70,000.

Coming to America to Lecture to Pay Costs of His Antarctic Dash.

Special Cable Dispatch to The Sun. LONDON, Aug. 6.—Lieut. Shackleton, the Antarctic explorer, has arranged for a lecture tour in the United States and Canada. President Taft and Earl Grey, Governor-General of Canada, will be members of the reception committee. A record fee is guaranteed.

The Express states that not a penny of the proceeds of Lieut. Shackleton's book or lectures will go into the explorer's pockets. The money is all mortgaged to pay the costs of the expedition. When the undertaking was planned a small group of Americans promised to give financial assistance, but the financial crisis in America brought ruin to these men.

The London Bank, on Lieut. Shackleton's personal guarantee, with that of members of his own and his wife's family, provided a loan of \$100,000. Since the return of the expedition the Australian Legislature voted \$25,000 to meet part of the expense, and the New Zealand Legislature voted \$5,000. The British Treasury declined to assume any part of the obligation, and Lieut. Shackleton was left saddled with the responsibility for \$70,000.

WALES A RUSSIAN ADMIRAL

With the Czar's Compliments—\$5,000 for Isle of Wight Poor.

Special Cable Dispatch to The Sun. LONDON, Aug. 6.—The Czar has appointed the Prince of Wales an honorary Admiral in the Russian navy.

The Czar also left \$5,000 for the poor on the Isle of Wight.

HAND TO HAND FIGHTS BARRED.

No Close Range Battles to Be Permitted in the War Game.

BOSTON, Aug. 6.—The officials in charge in the coming war game have given instructions to commanding officers of the various regiments that they shall not allow hand to hand fighting. Fearing a possible loss of life, the officers have been ordered not to permit the hostile forces to get too close to each other.

The non-commissioned officers received special orders from their superiors that on no condition must they hold their ground if the other side loses control of the engine which was used for the war game.

To-day Adjutant-General Brigham of the Massachusetts forces announced that the probable expense of the maneuvers would be about \$100,000. While no figures are obtainable from other States Gen. Brigham is of the opinion that none will spend more than the usual amount for an ordinary tour of duty at least so far as pay and subsistence are concerned.

NEW FLIER IN TOWN.

C. Foster Willard, Pupil of Curtiss, Negotiates Quarter of a Mile in Aeroplane.

C. Foster Willard, the first pupil to receive instructions in the use of an aeroplane in this country, made his first attempt at flight in the Golden Flyer yesterday morning at Hempstead Plains, since he took his first lesson from Glenn H. Curtiss, the inventor, about two weeks ago.

Mr. Willard made only a short flight of about one-quarter of a mile and came down because of some small disturbances in the engine which was readily corrected. He flew a straightforward course and kept close to the ground, at no time soaring above six feet. It was about 7 o'clock when he landed and a slight wind prevented further trial. Mr. Willard will practice straightforward flights for several days, after which he will attempt angles and gradually turn.

SWAM OUT FROM SUBMARINE

NAVY OFFICER SHOT SAFELY THROUGH TORPEDO TUBE.

Kenneth Whiting, in Command of the Porpoise, Undertook to Demonstrate the Possibility of Escape From a Vessel Submerged Sixty Feet or More.

WASHINGTON, Aug. 6.—The Navy Department has received a report of a notable performance by Midshipman Kenneth Whiting, in command of the submarine Porpoise, now in Manila. For the purpose of demonstrating the possibility of escape from a submerged submarine through a torpedo tube Midshipman Whiting, who is an expert swimmer, had his vessel lowered to the bottom of the bay near Cavite.

Far under the water, probably 80 or 70 feet, Whiting crawled into a torpedo tube. The end of the tube in the boat was closed behind him. A tube in a submarine is closed or opened on the outside by a port which is moved by powerful machinery within the boat. When under water there is great pressure against the port cover and it takes a lot of power to make it swing out and upward. When it does swing there is a great rush of water, filling the tube as the torpedo flies out.

Whiting, within the tube, got a hold on the port. The officers inside the vessel turned on the power and the port swung out. Whiting went with it, cleared himself of the torpedo tube and then let go, flying upward to the surface of the water. According to officers here it was a great feat.

Whether or not this demonstration will ever prove of value is a question which is now being argued. In the event that men tried to escape in this manner in case of real accident one man would certainly be lost as the plan could not be carried through unless some one remained inside the vessel to operate the port. It would be impossible for a man to crawl into a tube, close it after him, and then force open the port by hand. Midshipman Whiting's experiment suggests, however, some device of a similar nature into which men might crawl, closing the opening behind them and then from inside such a tube open the port.

NO INSURANCE CO. HOSPITAL.

Supt. Hotchkiss Denies Metropolitan Life's Application.

ALBANY, Aug. 6.—The application of the Metropolitan Life Insurance Company for permission to acquire real estate for the purpose of erecting thereon a tuberculosis hospital was to-day denied by Superintendent of Insurance Hotchkiss. His denial rests upon section 20 (3) of the insurance law. This section prohibits the purchase, holding or conveyance of real property by an insurance corporation transacting business in this State save, among other purposes, "such as shall be requisite for its convenient accommodation in the transaction of its business."

This clause, with immaterial modifications, has been in effect since the first of three laws enacted by the Legislature in 1898. The Superintendent's memorandum reviews the various statutes which contain the clause and concludes that from the very beginning of corporate insurance in this State insurance companies were thereby limited to the acquisition only of such real estate as should be required by them in the transaction of their ordinary business, i. e., in the business of making and selling insurance.

MCDOVEY, HE TOOK THE RIDE

To Monroe, N. Y., in a City Auto—But, of Course, on City Business.

The ordinance passed by the Aldermen prohibiting the use of city owned automobiles for pleasure rides has not stopped the practice. Alderman B. W. B. Brown, who introduced the ordinance, dropped in on acting Comptroller McCovey yesterday and showing him a story in a newspaper saying that a high salaried officer of the municipal government had taken his family to Monroe, N. Y., in one of the city's automobiles, asked Mr. McCovey to make an investigation.

"Well," said Mr. McCovey, "I made a little trip with my wife and son to Monroe last week, and if the article refers to me I have a complete defense."

"You see, it was this way," he went on to tell Alderman Brown, "in the absence of the Comptroller I am very busy, and as time is money to the city I had to go to Monroe to investigate some bills for water system. As my wife and boy, who was ill, had to be taken into the country I thought there would be no impropriety in my taking them along and leaving them at Monroe while I made the needed investigation. I chose the most expeditious method of making the personal investigation, for, as I have said, time is money and the automobile trip was necessary for the protection of the city's interests."

The Finance Department's part in the new water supply system is to issue bonds to meet the demands made for money by the Board of Water Supply. Three commissioners at a salary of \$15,000 a year each are supervising the work, and they have in their employ a large staff of accountants and auditors.

CAME TO PORT IN TROUSERS.

"David Kovatz," Excluded, Will Sail Hence in Woman's Garb.

An immigrant from Russia who was on the manifest of the Red Star liner Kronland as David Kovatz, and who answered the questions of the immigration boarding officer in a feminine voice, will sail back to Antwerp to-day by the Kronland in woman's clothes.

A matron who examined David at Ellis Island found that she was not entitled to the front name. She said she had put on men's clothes in the hope of entering the country as a man, knowing that she would not be permitted to come in alone without friends or relatives here if she had worn the usual dress of her sex.

Postscripts and back, came steamer. Day liner's second boat, perfect sailing, was advised.

TEN CLING TO THE WRECK.

Sea Too Heavy for Aid to Go to the Shipwrecked Men of the Maori.

Special Cable Dispatch to The Sun. CAPE TOWN, Aug. 6.—Ten of the crew of the British steamer Maori, which foundered off the African coast on Wednesday night, are still clinging to the wreck. It has been impossible thus far to rescue them owing to the heavy sea that is running.

1,000,000 MORE NEW CENTS

At the Sub-Treasury Here—The Market for Them Slumps.

The Sub-Treasury received \$10,000 worth more of the new Lincoln pennies yesterday, and they hiked the limit from \$1 to \$2 as the maximum amount that could be obtained by one person. A long line of office boys was on the job all day drawing from five cents to \$1 in the new coins. The market on the street was slower, however, than it has been on previous days and the prevailing rates of exchange were lower. In some instances the boys were offering four for a nickel. The 1,000,000 new pennies received at the Sub-Treasury yesterday brings the total up to 1,700,000 that have been sent to New York.

ULTIMATUM TO CHINA.

Japan Formally Announces That She Will Push Antung-Mukden Railroad.

Special Cable Dispatch to The Sun. TOKYO, Aug. 6.—Japan has sent an ultimatum to China announcing that she will proceed with the reconstruction of the Antung-Mukden railway owing to China's failure to give her timely consent in view of Japan's definite treaty rights and the convenience of the world's communication.

Japan, however, is prepared to deal amicably with the other China-Japanese differences concerning Manchuria.

The work will begin to-morrow. The Ministry of War states that it is prepared for any eventuality. Several hundred Chinese soldiers are stationed along the line.

A WIDOW WAITS

For Any Desirable, Deserving Immigrant and She Puts Herself on Record.

Commissioner of Immigration William Williams has received a letter from a widow of Indianapolis who reads the Chicago papers asking him please to tell well to do bachelors or widowers weary of living alone, cabin passengers preferred, that she is willing to consider offers. She enclosed a clipping from a newspaper saying that the "benevolent American Government" was furnishing bridges for immigrants and asked the Commissioner to place her name upon the list of eligibles should any immigrant be seeking a mate of mature years.

She describes herself as "an unencumbered widow, aged 55, 5 feet 8 inches tall, weighing 100 pounds, of good appearance and address, accomplished, domesticated, thoroughly healthy and of amiable disposition." She concludes her letter, which is well written, and which the Commissioner says is genuine, thus: "Should this receive any attention the gratitude of a very lonely little woman will ever be commanded by this benevolent Government."

The Commissioner will give the name of the widow to any unattached male person who is in earnest.

POSES AS POLICE OFFICIAL.

Man Fined for Speeding Said He Was a New York Deputy Commissioner.

NEW HAVEN, Aug. 6.—A man who said he was Alfred Bedell, a deputy police commissioner of New York, was fined \$75 and costs in Hamden this afternoon for reckless automobile driving. Bedell was arrested in Bridgeport last night and brought back to this city, where he was fined to-day for reckless driving. He was then taken to Hamden.

Suit for \$1,000 was brought to-night by William H. Avis of Hamden against Bedell for killing his \$300 dog.

GAS KNOCKS OUT 11 FIREMEN.

Engine Company 16 Suffers in Blaze at 55 East 23d Street—Two in Hospital.

All the members of Engine Company 16, eleven in number, were overcome by gas in a fire at 55 East Twenty-third street last night and two of them were in such bad shape that they had to be sent to Bellevue. The fire started in Sarnoff's hat store and quickly spread to the second floor building.

Deputy Chief Langford ordered the men from three companies to enter the building, but they came staggering out quickly and fell to the sidewalk. The fire had melted a gas pipe and opened up a heavy flow of gas from a meter.

Engine Company 16 went in first and suffered most. The men from Engine 15 also caught the fumes and it wasn't until the gas was out of that the firemen could do any work. The damage to the store and to the cleaning establishment of Paul L. Bryant was about \$2,500.

The firemen taken to the hospital were John Schaefer and Edward Keenan. Battalion Chief Kelly was knocked out for a time but went back to work.

SUBWAY ROWDIES ARRESTED.